

# LONG ISLAND TO CONNECTICUT

## *Location and Placement of a High Speed Ferry Service*

Report to the  
SUFFOLK COUNTY LEGISLATURE

November 1993  
Suffolk County Planning Department



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*Robert J. Gaffney*  
County Executive

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# COUNTY OF SUFFOLK



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DEPARTMENT OF PLANNING

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DIRECTOR OF PLANNING

November 23, 1993

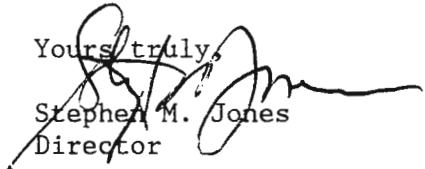
Honorable Donald R. Blydenburgh, Presiding Officer  
Suffolk County Legislature  
Veterans Memorial Highway  
Hauppauge, N. Y. 11788

Dear Presiding Officer Blydenburgh:

After many years of study and discussion, the concept of a new ferry service to Connecticut which would attract a commercial demand has escalated into a private sector proposal to do just that.

Suffolk County now has an opportunity to get behind a privately funded initiative, which is not in anyone's back yard. We've concluded in the report that high speed ferry service to Connecticut is feasible and can attract a new commercial market. We hope you will agree and join us in supporting this project.

Yours truly,

  
Stephen M. Jones  
Director

SMJ:pd

cc: Robert J. Gaffney  
S. C. Executive



Resolution No. 4 - November 3, 1993

At the regular meeting of the Suffolk County Planning Commission held on Wednesday, November 3, 1993, Commissioner Vahradian moved for the adoption of the following resolution, seconded by Commissioner Rosavitch. The resolution was unanimously passed: 9 ayes (2 absent)

WHEREAS, various studies over the past twenty years have indicated a need and desire for additional ferry service across Long Island Sound, and

WHEREAS, ferry vessel technology has progressed to the acceptance and use of high-speed ferries which would shorten the travel time across Long Island Sound, and

WHEREAS, a private sector initiative has received preliminary approval from New York and Connecticut to create a route from Shoreham to New Haven at no public cost, Be It Therefore

RESOLVED, that the Suffolk County Planning Commission wishes to record its support for this private sector undertaking; encourage the Shoreham location because of its superior accessibility and existing infrastructure in place; and endorse a high level of government support and backing for this proposal.



REPORT TO THE COUNTY LEGISLATURE  
LONG ISLAND TO CONNECTICUT  
Location and Placement of a High Speed Ferry Service

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## A. BACKGROUND

In accordance with Resolution 727-1992 of the Suffolk County Legislature, the Planning Department was directed to conduct a feasibility study for high speed ferry service in Suffolk County. This resolution contained a number of underlying assumptions:

1. That high speed ferry technology is uncertain and untested.
2. That local government may not be able to shoulder infrastructure improvements of a supporting nature.
3. That the Shoreham site may be environmentally incompatible with the surrounding community.
4. That an appropriate location would be where the heaviest concentrations of population and commercial activity exist.

Further direction came recently from the Energy, Environment and Economic Development Committee with a request to examine the feasibility of such a venture to determine its financial soundness, and also to examine a Jamesport location with access to and from the eastern terminus of the Long Island Expressway.

The staff found fifteen prior studies of Long Island Sound ferry crossings going back to 1974, making this issue one of the most frequently studied on Long Island. A bibliography of these

studies is included in the Appendix. Review of these studies was concentrated in three major reports:

1. Tri-State Regional Planning Commission Study, 1975, "Crossing the Sound". (Synopsis and excerpts are in the Appendix.)
2. Long Island Sound Ferry Improvement Study, 1981 NYS Department of Transportation/Connecticut Department of Transportation. (Synopsis and excerpts are in the Appendix.)
3. Long Island Sound Shuttle Limited Partnership proposal, 1993. "Development and Operation of High Speed Ferry Service".

Prior to 1992, the common thread through the studies and the major stumbling blocks to implementation were always two-fold: large sums of taxpayer supported dollars were required and displacement vessels comparable to existing craft were used as the models with respect to travel times.

## **B. CURRENT CONDITIONS**

Conditions have changed which have caused a cross-Sound ferry route to become more feasible, more popular in its concept and worthy of support, both privately and publicly. Federal

legislation, technological advances and growing local support for economic stimulators are some factors that are currently in place that support the viability of a high speed ferry route.

1. The Clean Air Act

This sweeping federal legislation, with its funding through the Intermodal Surface Transportation Efficiency Act (ISTEA), is in the process of stimulating new activities, all of which are designed to lessen air pollution in the New York Metropolitan Area. From commuting patterns, employer responsibilities, transportation enhancements and additional road capacity improvements, government and private industry are actively seeking solutions which lessen air pollution.

2. Increased Traffic Congestion

Because of the continued disarray of OPEC and the ready supply of foreign oil, gasoline prices are still very low domestically, even with the newly added state and federal taxes at the pump. There has been an upward trend in vehicle registrations in the past ten years and truck trips continue to increase as well. Coupled with wide-ranging infrastructure improvements in the region which had been postponed since the 1970's, traffic congestion is at an all time high, giving the New York Metropolitan Area the dubious distinction of being second only to Los Angeles as a "severe

non-attainment area", a bureaucratic term for having the dirtiest air on the east coast.

### 3. Technology Advancements

The last twenty years have seen improvements to surface effect vessels (boats) which via water jet propulsion, improved hull designs and composite materials, or air fan design, are now capable of skimming the water surface at 45-60 knots, as opposed to displacement vessels in the 10-20 knot range. These engineering advancements alone have stimulated the interest of the private sector in re-examining a Long Island to Connecticut ferry service, since travel time across the Sound would be halved to a 45-60 minute crossing.

### 4. Private Financing

Private financing of ferry routes has become more feasible because technological advancements in ferry design have resulted in successful ferry routes operating both domestically and overseas. Financial feasibility results from the fact that the cost of the ferries comprises the majority of the cost of the ferry operation and the ferries can be put into service anywhere. This locational flexibility decreases the amount of risk taken by the mortgagors because new ferries have a resale value. The

necessity for public investment is reduced because the boats are the major asset backing the private investment. The reduction of public investment in cross-Sound ferry service has brought the Departments of Transportation of New York and Connecticut together to actively reconsider a ferry crossing.

#### 5. Local Economy

Long Island continues to struggle with a stagnant local economy. Companies are leaving Long Island, becoming less competitive or continuing to face the difficulties of trucking their products off the Island. Dramatically reduced travel times across the Sound brought about by the faster vessels have now caught the attention of the private sector. Trucking companies which currently move freight off the Island to New England are looking at shaving five hours off their road time, double for the round trip. They, and manufacturing companies themselves, are considering the possibilities of new markets in New England which could be exploited via a quicker route across the Sound. A new, faster cross-sound ferry route looms larger than ever as an economic development initiative which will benefit Long Island.

## 6. Shoreham Nuclear Power Plant

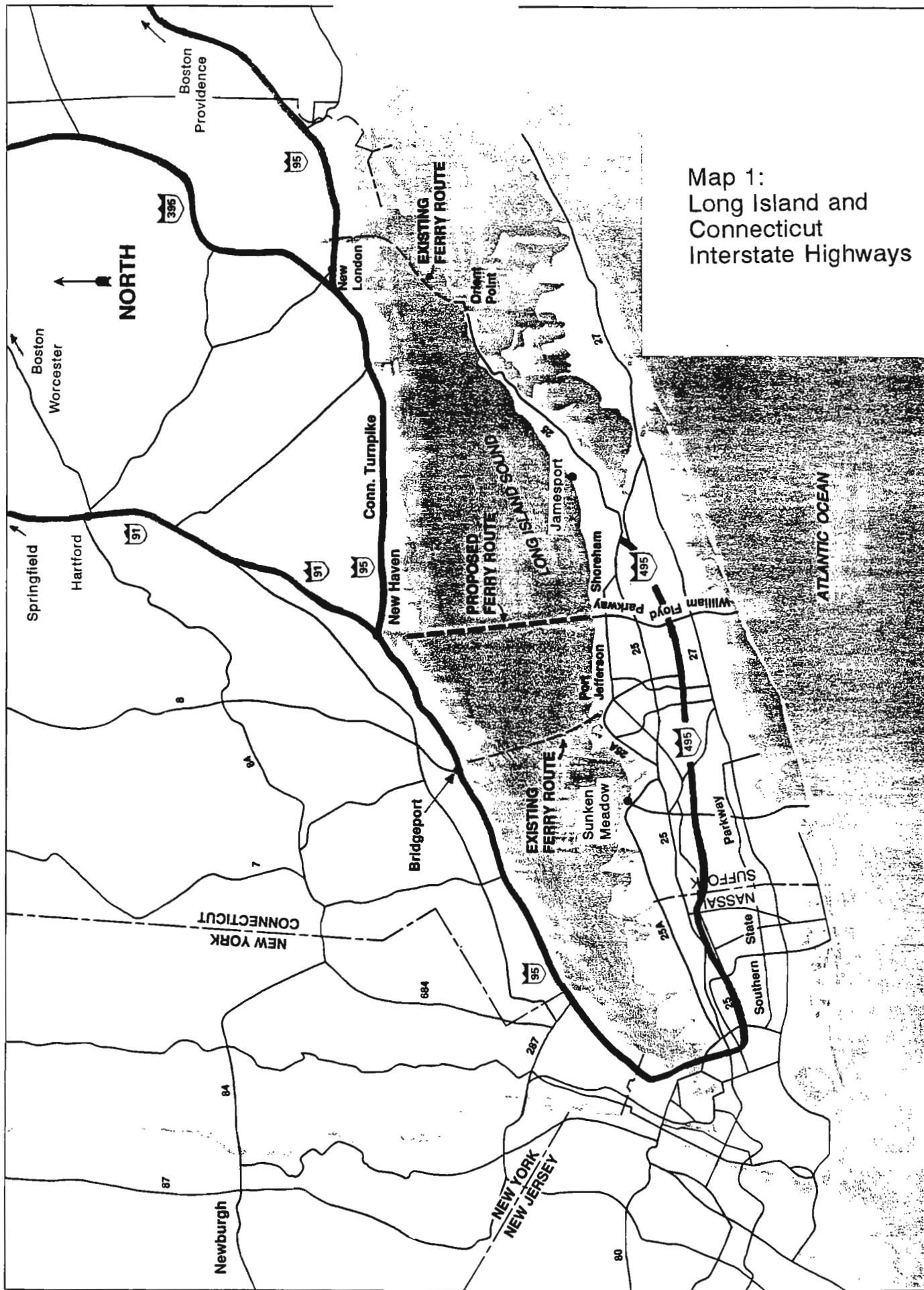
The decommissioning of the Shoreham Nuclear Power Plant has dramatically increased the interest in a Shoreham-New Haven ferry route. The presence of an active nuclear plant at the site and its required safety precautions made Shoreham an unpalatable location. However, now that the power plant has been deactivated and high speed technology has improved, this location, at the widest point of the Sound, becomes feasible.

## C. HIGH SPEED FERRY LOCATIONAL FACTORS

There are generally four important considerations which have guided the discussions of potential ferry routes during the last twenty years. These four factors do not reflect community perspectives; they strictly address the conditions necessary for a successful ferry operation.

### 1. Interstates

Any route must take into account not only the Long Island Expressway and other commercial arterial highways on Long Island, but the location of interstate highways in Connecticut. The confluence of Interstate 95 and 91 in New Haven and the confluence of Interstate 95 and 395 west of New London are important factors in examining the most



Map Adapted from 1991 Port Authority Ferry Feasibility Study





appropriate routes to New England across the Sound. (See Map 1, Long Island and Connecticut Interstate Highways)

## 2. Relationship to Existing Ferry Services and Bridges

Previous examinations of new routes have historically taken into account proximity to New York City bridges (particularly the Throgs Neck and Whitestone) and to the Port Jefferson-Bridgeport and Orient-New London ferry routes. Transportation planners have consistently ranked lowest those routes proposed west of Port Jefferson because they compete with the NYC bridges and would draw customers from the Port Jefferson ferry route, rather than fulfilling or creating a new service demand.

## 3. Access to Long Island Expressway

While Long Island's parkways do carry increasing volumes of traffic, they are designed in the classic parkway configuration within park-like rights-of-way and built exclusively for non-commercial traffic. State parks are the parkway's ultimate destinations. It is not likely that these roads will be altered anytime soon to carry truck traffic due to the high cost of bridge replacement and reconfiguration of interchange geometry. Therefore, the Long Island Expressway will continue to function as the

primary, limited access commercial roadway for the future. Any north shore ferry terminal must be easily accessible to the Long Island Expressway for it to be a viable operation.

#### 4. Harbor Configuration

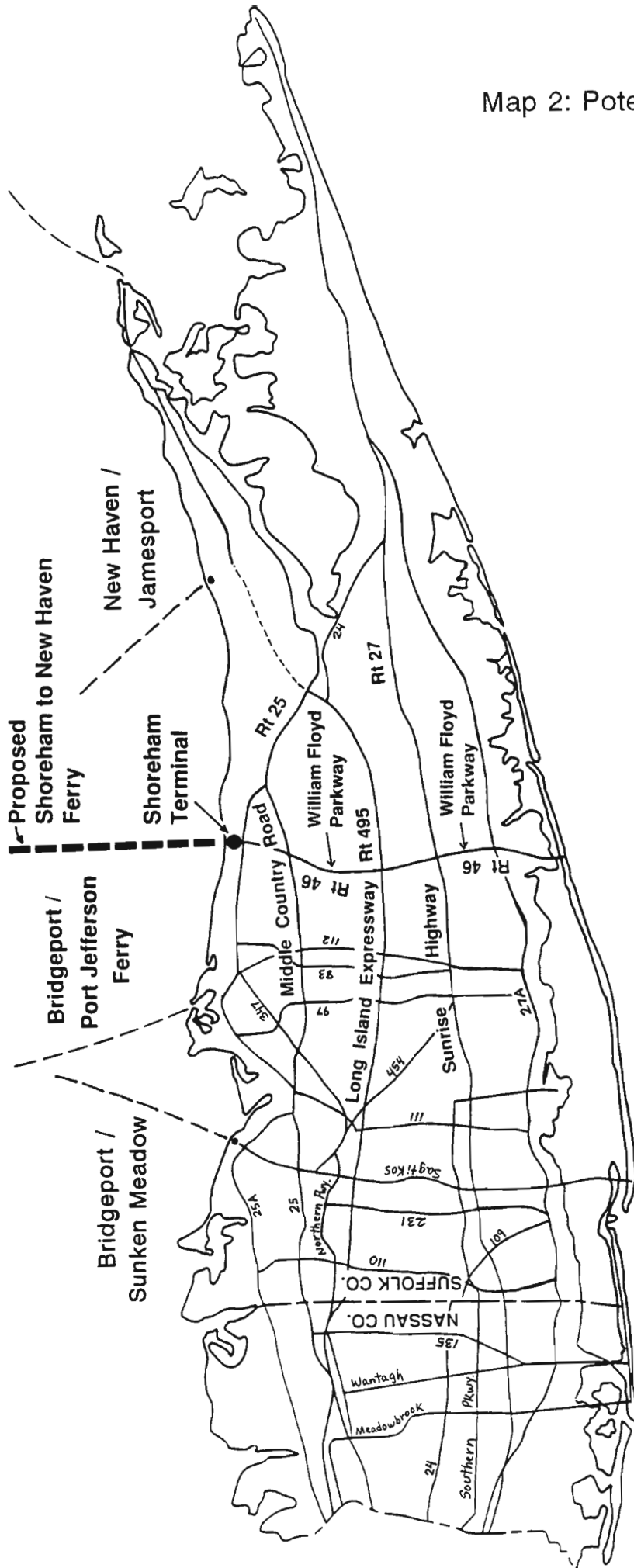
Due to the glacial geology of Long Island Sound and the north shore of Long Island, our coast is very different from Connecticut's and has relatively few sheltered harbors. A sheltered harbor on Long Island is crucial to ferry service because of prevailing northwest wind patterns during the fall and winter months which impede vessel docking. Long Island harbors are often accompanied by extensive wetlands, spits, artificial navigation channels, erosion and deposition areas. Wetlands preservation, channel dredging and other associated harbor management functions cause harbor creation and harbor maintenance to be an expensive proposition.

#### D. SUMMARY ANALYSIS OF ROUTES

The following are some ferry routes which have been examined during the past twenty years. A Jamesport route is also considered. The evaluations of these sites are summarized below regarding their effectiveness by current locational and other standards. Map 2 shows the locations of these sites.

New London /  
Orient Point Ferry

Map 2: Potential Ferry Routes



Map Adapted from 1991 Port Authority Ferry Feasibility Study



## 1. Sunken Meadow Site

This site might be considered for non-commercial, leisure purposes by utilizing Sunken Meadow Parkway as the approach. However, this site has no promise for attracting commercial operations due to parkway restrictions of truck access. Further, necessary harbor construction would be costly and disruptive to park operations. Landfall in Connecticut would be Sherwood Point, also a state park with similar construction constraints. Other Connecticut destinations would be either too close to current bridge travel or would add significantly to travel time across the Sound.

## 2. Port Jefferson

This route is very successful in attracting tourist walk-ons from Connecticut. It has dramatically changed commerce in downtown Port Jefferson over the past twenty years. However, the dock configuration in Bridgeport and very poor access to the Long Island Expressway make this site a problem for expansion and attraction of commercial traffic. New road widenings, queuing areas, parking lots and approaches would be very disruptive to Port Jefferson and Port Jefferson Station and the costs to government to effectuate these access improvements would not be recovered.

### 3. Orient Point

This unhurried leisure route to and from New England has both benefitted and suffered because of its location. It is not a good site to contemplate an increase in ferry traffic because expansions to this location would be disruptive to the whole North Fork from Riverhead to Orient Point. Middle Road/Main Road (CR 27 and CR 48), the preferred commercial access, would require a high level of public investment for road improvements to make travel time viable. The resulting losses in quality of life to the North Fork communities would far outweigh any economic gains. ("The benefit of isolation"). Major changes to what currently exists would not warrant sufficient public benefit. Further, this route is eastward of the major Hartford/Springfield interstate connections in Connecticut.

### 4. Jamesport

The Long Island Lighting Company owns a 518 acre tract in Jamesport that straddles the Riverhead Town/ Southold Town border. The northern portion of the site is vacant and the southern portion is actively farmed. The site has Sound shoreline frontage and is therefore a possible ferry terminal site. (The Appendix contains a map of the Jamesport site with surrounding parcels).

Landfall in Connecticut would occur between the I-95/91 New Haven connection and the I-395/95 connection. Utilization of this route by commercial traffic should not disrupt most North Fork communities east of Jamesport.

Recommendations of the Special Groundwater Protection Area plan advise that areas north of Sound Avenue in Riverhead be used as transfer of development rights (TDR) receiving areas for residential development. The Jamesport site is in this recommended TDR receiving area.

There are many potential negative impacts associated with the development of this site, including site access, harbor construction and impact to surrounding areas.

Access to the LIE would require a connection to the eastern terminus of the Long Island Expressway, 8.3 miles away. Construction of this road, in the simplest of configurations, would cost at least \$5 million for land acquisition of a minimum of 50 minimal acres of right-of-way, and at least \$25 million for engineering and construction of a simple two lane road.

The completed extension to the LIE would provide access for additional tourist traffic to the North Fork via the LIE. Additional traffic would be routed through the core area of the Pine Barrens resulting in additional development pressure in the adjacent compatible growth areas. The additional traffic brought to Riverhead and Southold towns

would create some economic advantage to wineries and other tourism associated businesses but would be coupled with increased development pressure on Riverhead and Southold farm areas.

The site would require construction of a new harbor. Construction would be very costly, both financially and environmentally.

Lastly, commercial traffic may perceive this route as too far east to be attractive for trucking, impacting the financial feasibility of this site.

#### **E. EXAMINATION OF PREFERRED SITE**

Based on site availability, locational criteria, improved technology and community and environmental factors, a Shoreham-New Haven route is the most desirable for the following reasons:

##### **1. Site Availability**

The proposed ferry terminal would be located on part of the site containing the decommissioned Shoreham Nuclear Power Plant. The removal of active reactor core materials re-establishes the site for traditional industrial development. The site is presently zoned L-4 industry by the Town of Brookhaven. A copy of Brookhaven zoning for the area is included in the Appendix. The site is owned by



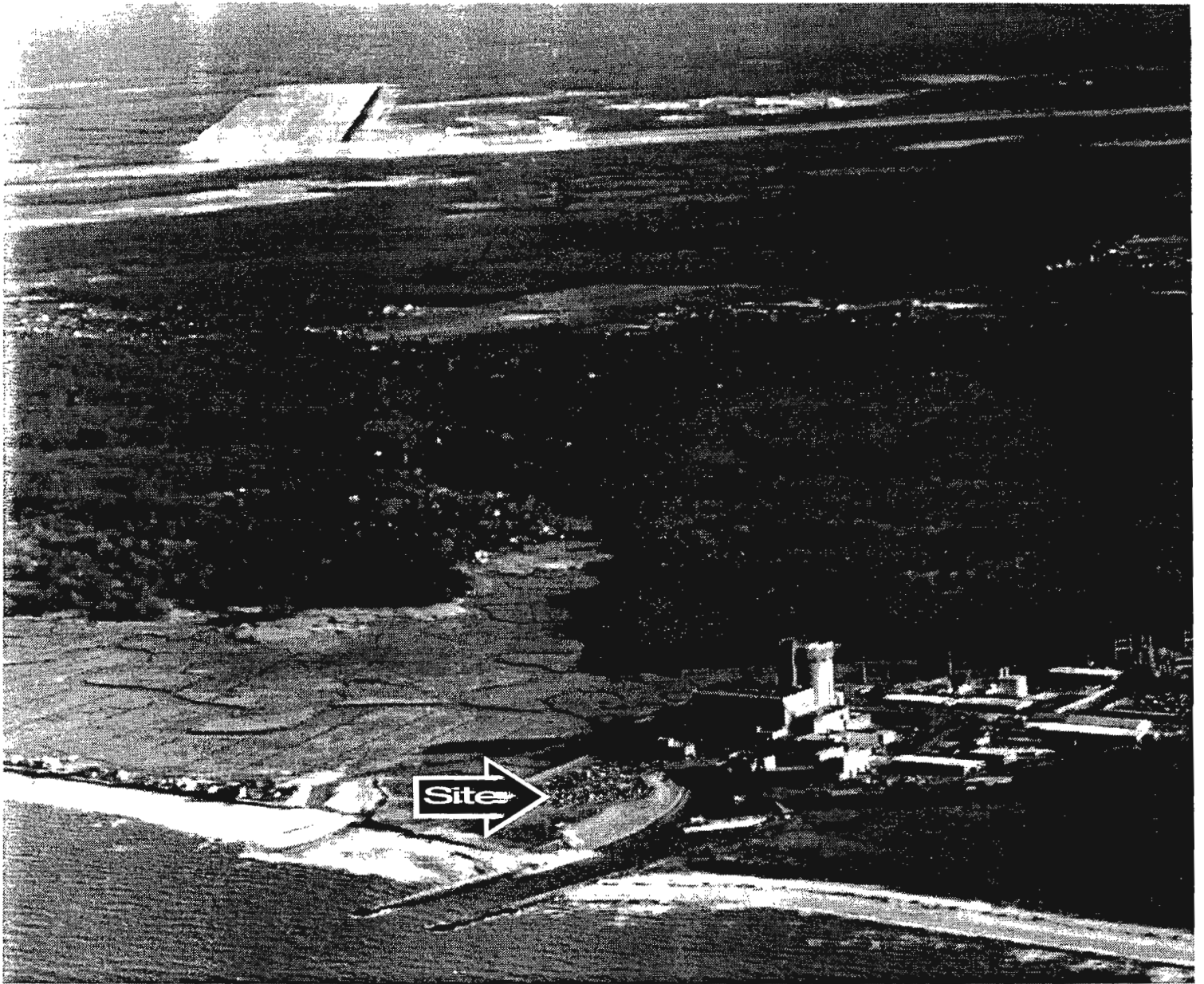
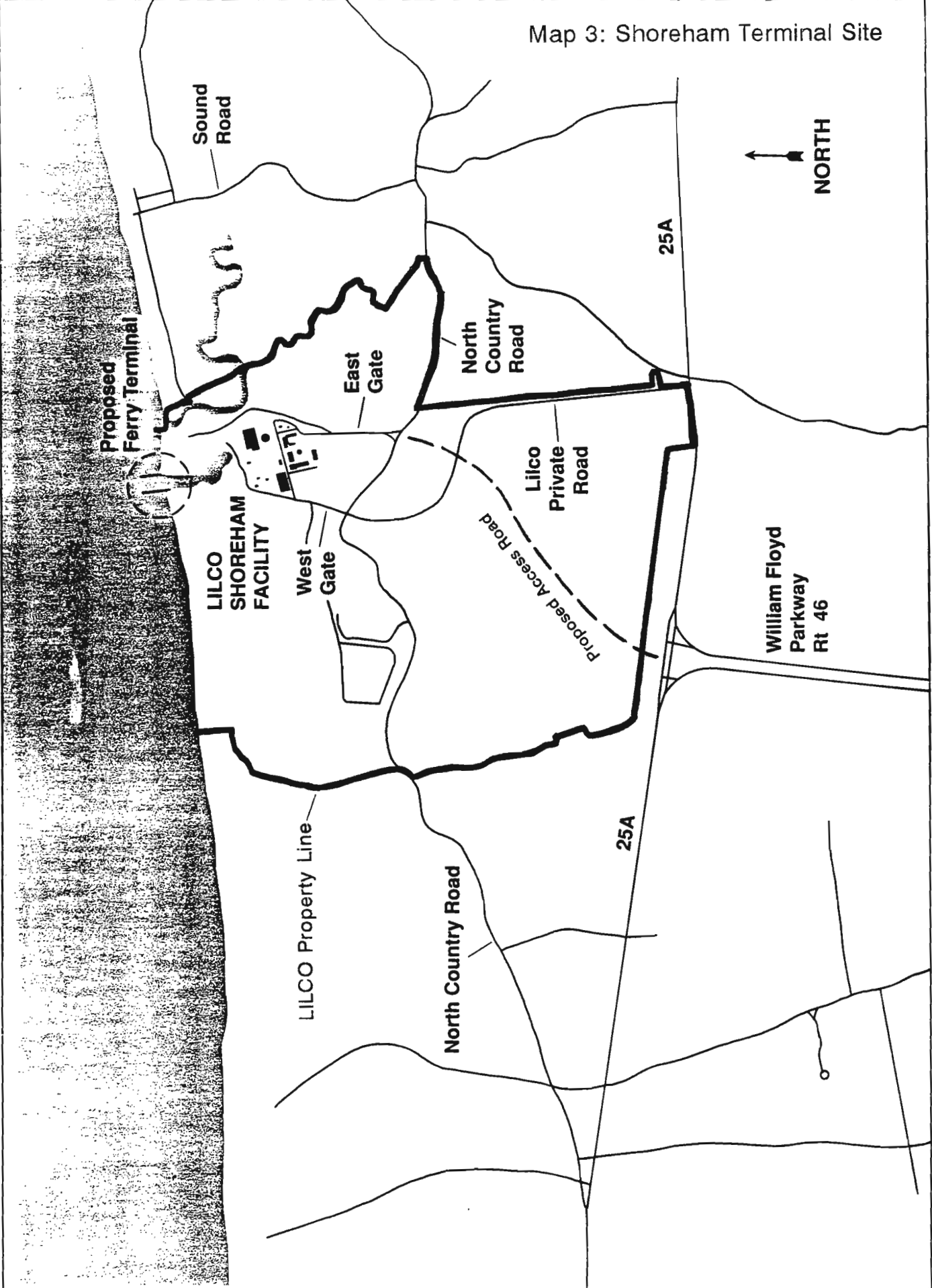


Figure 1: Oblique Aerial Photograph of Shoreham Site



Map 3: Shoreham Terminal Site



Map Adapted from 1991 Port Authority Ferry Feasibility Study



LILCO, a leading proponent of economic development for Long Island.

The site contains disturbed areas which can accommodate queuing and the ferry terminal. The site is also large enough to provide a substantial buffer for the access road and queuing areas from surrounding residences.

## 2. Interstate Highway Linkage

The site lies at the northern terminus of William Floyd Parkway (CR 46), a north-south, four lane, divided highway that does not restrict commercial traffic and intersects the Long Island Expressway with a high volume interchange. Currently, this road handles approximately 25,100 annual average daily traffic (AADT) in the most traveled section of the road north of the LIE. William Floyd Parkway is designed to handle 57,600 AADT. North Shore Properties development proposals mitigate traffic generation on CR 46 and present the potential for additional highway improvements. The Appendix contains a memorandum from SCDPW with detailed traffic volume data for William Floyd Parkway.

The site has access directly to William Floyd Parkway via LILCO holdings. A relatively short, controlled driveway, a portion of which already exists, would be built solely on LILCO property.

The Shoreham site connects directly to New Haven Connecticut at the confluence of I-95 and I-91, the two major interstates serving all of New England.

### 3. Harbor Configuration

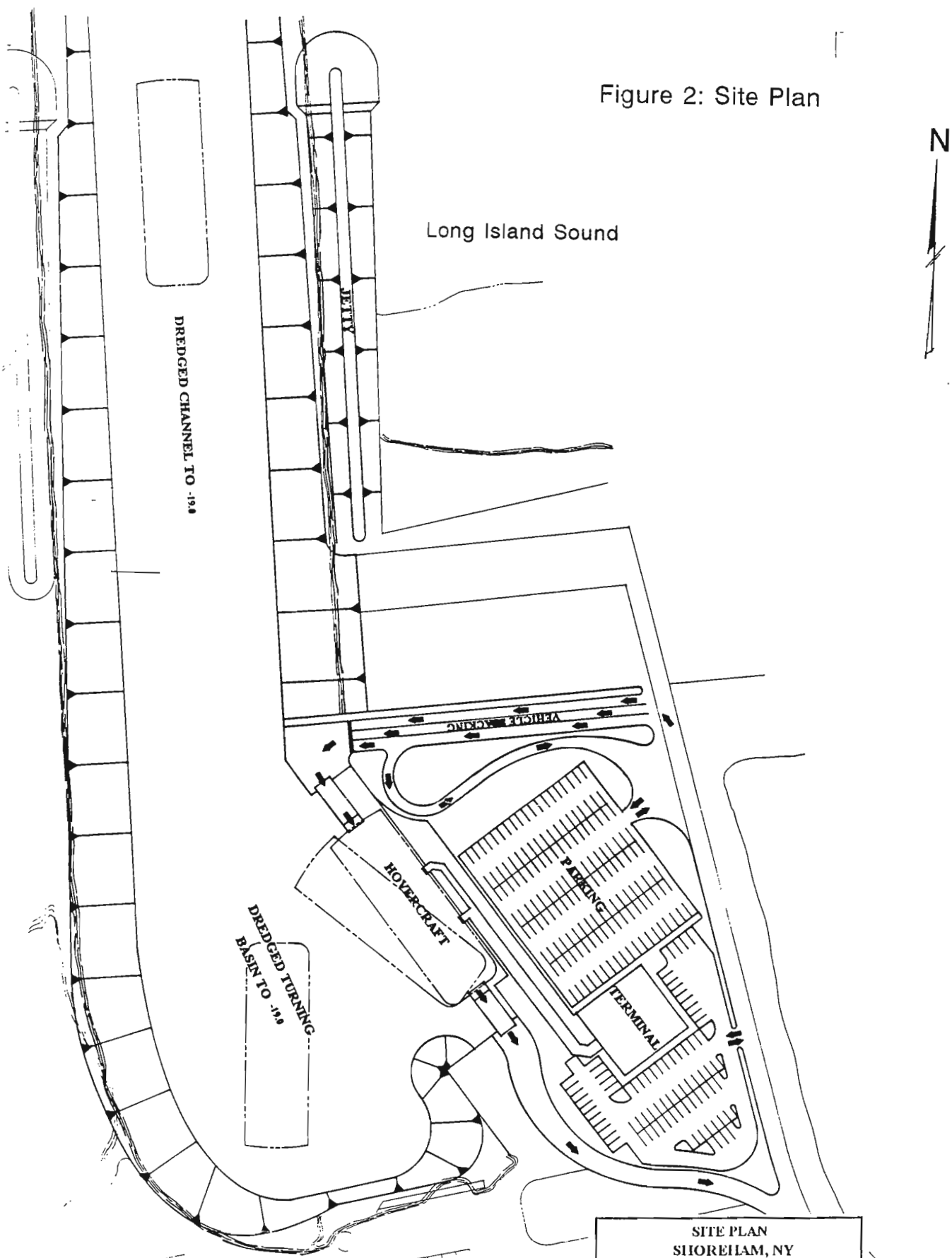
The Shoreham site possesses a harbor facility constructed by LILCO for the power plant. The harbor may require additional alterations but the site's original wetlands have already been disturbed and can no longer be considered pristine. The site plan in Figure 2 shows a conceptual drawing for the ferry site. Figure 3 shows an aerial overview of the site.

### 4. Site Location

Shoreham is located between the two existing cross-Sound ferry routes and presents the best possibility of capturing the commercial market for cross-Sound trips, without excessive financial or environmental cost.

Although the site is located at the widest part of the Long Island Sound, technological advancements in vessel design will reduce travel time to Connecticut to 45-60 minutes.

Figure 2: Site Plan



Source: LISSLP 1993 High Speed Ferry Proposal

SITE PLAN SHOREHAM, NY		
HIGH SPEED FERRY - New Haven/Shoreham Long Island Sound Shuttle Limited Partnership (LISSLP)		
date May 31, 1993	CONCEPTUAL	SHT 2
TAW Associates		TW9302.A







Figure 3: Site Aerial Photograph



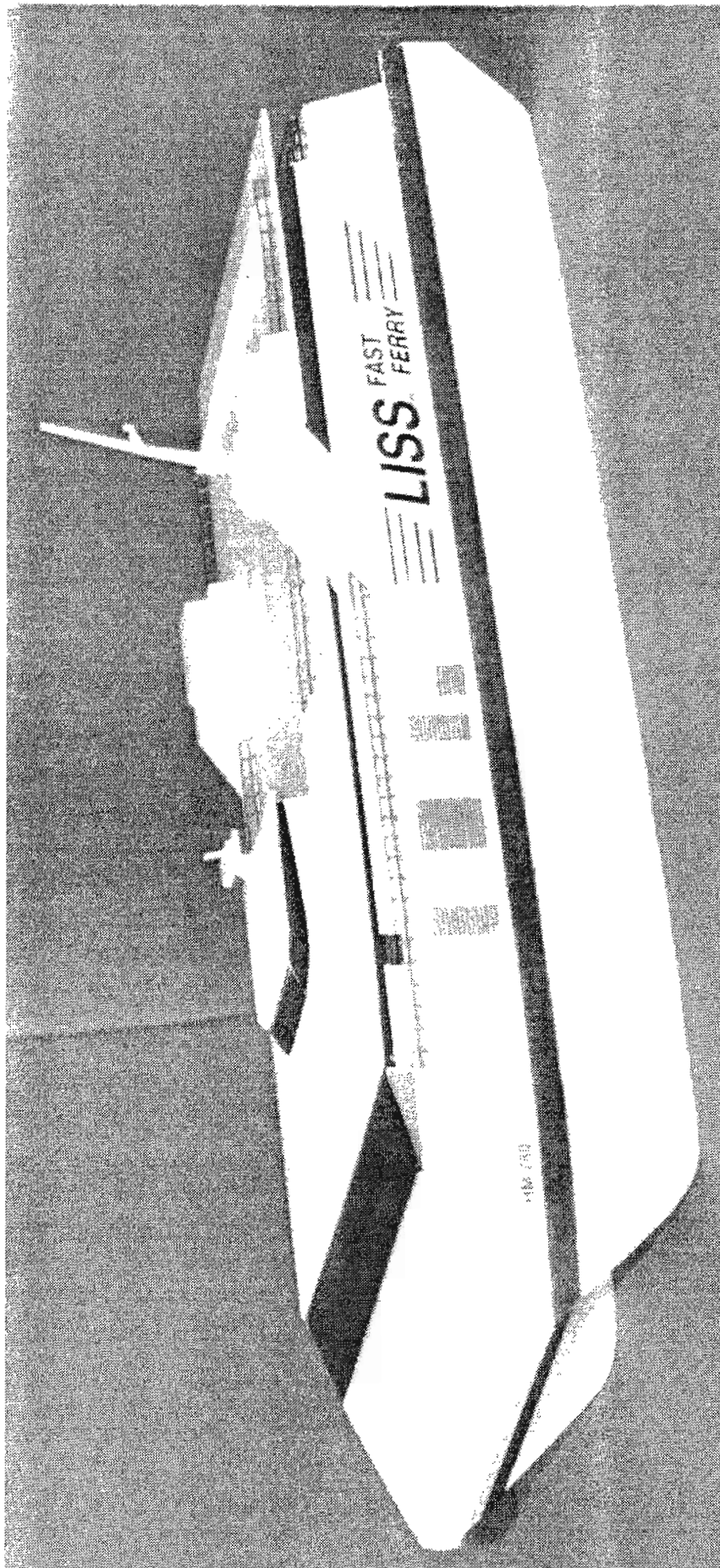


Figure 4: Model of a Surface Effect Type Vessel



#### F. EXAMINATION OF THE CURRENT PROPOSAL

The states of New York and Connecticut have considered a private sector initiative to establish a Shoreham-New Haven ferry route and have found it feasible, subject to certain requirements. We agree and believe that this initiative should be encouraged and nurtured.

In a 1991 study, the Port Authority of New York and New Jersey estimated that a two boat ferry service between Shoreham and New Haven would operate at a deficit of at least \$4.27 million. However, the Long Island Sound Shuttle Limited Partnership (LISSLP), in the confidential financial plan submitted to the bi-state review committee, projected increasing profits after their third year of operation.

LISSLP believes that Port Authority revenue figures are low because the Port Authority based their projections on a traditional ferry service with a crossing time in excess of one and a half hours and did not take into account the additional demand the company feels will be created by the vastly reduced crossing time of under one hour. The Port Authority estimated that 50,000 trucks a year would use the service and LISSLP estimated 60,000 trucks a year.

In addition, new vessel capacity will be greatly expanded compared to traditional boats. The new vessels will have a payload capacity of 450 passengers, 65 cars and 6 tractor trailers (or a combination of vehicles up to 239 tons). A model

of the Surface Effect Type Vessel is pictured in Figure 4.

Revenue will also be enhanced with a more expensive fare schedule than that used for the 1991 study, but comparable and competitive with current ferry rates.

LISSLP is prepared to invest \$77.5 million into this venture with approximately \$15.5 million in equity capital, the remainder of which will be financed. There are no public funds needed for this project to move ahead.

The appendix contains an excerpt from the Proposal for Development and Operation of High Speed Ferry Service with the anticipated permit requirements. The permit process is crucial in assuring the mitigation of the proposals impact on the surrounding environment.

#### **G. SUMMARY**

Implementation of the proposed high speed ferry service will provide many benefits to Long Island's economy and transportation network. There is a clear economic need for ferry service to Connecticut. The amount of freight generated in central and eastern Long Island is expected to increase. Firms in central and eastern Long Island are currently "dead-ended" in terms of location and this contributes measurably to their transportation costs and to the final cost of their products.

It is essential that Long Island preserve and enhance its manufacturing base. Freight service to Connecticut, provided it

could accommodate a significant number of tractor trailers, would help accomplish this goal. It could reduce the transportation costs of those manufacturers currently located in Suffolk County and help attract other manufacturers that need access to our skilled labor force but view Long Island's dead end geographic status as a major negative.

Private financing of the ferry service with its associated minimal risk to taxpayers alleviates the public cost without diluting the public benefit. As long as the private sector bears the financial burden of the proposed Shoreham-New Haven ferry route, there is no reason not to encourage the initiative.

The removal of government as a major financing partner from the project shifts the burden of financial feasibility to the private sector. The public sector can now focus on the public need and desirability for improved and expanded ferry service and the economic benefit associated thereto.

The associated impacts of development pressure and traffic congestion on existing local roads can be identified and mitigated through the permitting process.

The LISSLP projects a property tax expense of a little more than one half million dollars per year. The creation of new taxable property will help to offset the devaluation of the tax base caused by the decommissioning of the Shoreham nuclear power plant. Also, the siting of a ferry terminal on the site should

not preclude additional development by LILCO in the event that more power generation is required in the future.

The only public benefits that might be utilized by the designated ferry service company is fast tracking and credibility in the financial markets. Financial credibility would result from tax-exempt, private funding via an economic stimulator such as the Urban Development Corporation or an Industrial Development Agency. Fast tracking would be initiated by the town, county and state by speeding up the permitting process.

A viable site has become available, advanced technology will provide shortened travel time, and private financing is feasible. The time is right for the development of a high speed ferry service from Shoreham to New Haven.



## APPENDIX

### Bibliography, Long Island Sound Ferry Studies

Synopsis: Crossing the Sound, Tri State Regional Planning Commission, 1975

Excerpt: Crossing the Sound, Tri State Regional Planning Commission, 1975, pp. 40-46.

Synopsis: LI Sound Ferry Service Improvement Study, NYS and CT Department of Transportation, 1981

Excerpt: LI Sound Ferry Service Improvement Study, NYS and CT Department of Transportation, 1981, pp. 8-9.

Jamesport Site location map

MEMORANDUM, November 5, 1993 Suffolk County Department of Public Works, Traffic Control and Engineering Division

Zoning Map - Shoreham Site and Surrounding Area, Town of Brookhaven and Town of Riverhead

Excerpt: Proposal for Development and Operation of High Speed Ferry Service, Long Island Sound Shuttle Limited Partnership, 1993, pp. 16-20.



## Bibliography:

## Long Island Sound Ferry Studies

<u>Agency</u>	<u>Study</u>	<u>Date</u>
Tri State RPC	L.I. Sound Ferry Study - Preliminary Waterways Assessment 15 Potential Ferry Routes Shortest time - Pt. Washington/Rye Sunken Meadow State Park/Sherwood Island State Park East Marion/Fenwick East Marion/Saybrook Point	Sept/74
Tri State RPC	L.I. Sound Ferry Study - Land Access Feasibility Report 5 Site Evaluation Cost Alternatiaves	June/75
Tri State RPC	L.I. Sound Ferry Service - An Economic Analysis of Ferry Service Across L.I. Sound 10 Possible Crossings East Marion/Fenwick Lowest Cost	June/75
Tri State RPC	Crossing the Sound 9 Route Evalautions New Haven/Wading River, Centerville/Guilford	Dec/75
Tri State RPC	L.I. Sound Ferry Study - Technical Supplement	May/76
NYSDOT	L.I. Sound Bridge Study - Vol XII - Ferry Service Old Saybrook/East Marion	Dec/79
NYSDOT	L.I. Sound Ferry Service Improved Study 7 Site Evaluations	Dec/80
NYSDOT	L.I. Sound Ferry Service Improvement Study - Environmental Considerations	Jan/81
NYSDOT	L.I. Sound Ferry Service Improvement Study - Summary of Findings 7 Site Evaluations	Feb/81
NYSDOT CONNDOT	L.I. Sound Ferry Improvement Study 8 Site Evaluations Improvements to Pt. Jefferson/Bridgeport & Orient Point/ New London Study New Haven/Shoreham	Apr/81
NYSDOT	L.I. Sound Ferry Service Improvement Study - Conclusions of the Policy Advisory Committee Members	Apr/81
LIRPB	L.I. Comprehensive Plan - Transportation Element Shoreham/New Haven Support	Jan/90
SCDPW	Ferry Study Shoreham Recommendations	Nov/90
McLean Assoc.	Town of Brookhaven Transportation Plan LILCO Site Recommendation	Mar/91
PANY&NJ	Shoreham-New Haven Ferry Feasibility Study Feasible with Deficit	Mar/91



SYNOPSIS: Crossing the Sound, Tri-State Regional Planning Commission, 1975

The cross-Sound bridge option has been virtually eliminated by local opposition and lack of appropriate sites, but the transportation need is still unmet. A new ferry would ease the difficulty of travel across the Sound at a much lower construction cost than a bridge.

The 1975 Study evaluated the following factors, for each of the eleven potential sites:

1. Potential economic performance
2. Highway access, impact and feasibility
3. Shoreline site access, impact and feasibility
4. Terminal location and construction impact and feasibility
5. Overall feasibility

The results, with 17-knot, 100-vehicle vessels carrying 500,000 vehicles per year, are as follows:

<u>Crossing</u>	<u>Overall Feasibility Rating</u>
1. Lloyd Point-Stamford	Poor
2. Sunken Meadow-Sherwood Point	Very Poor
3. Port Jefferson-Bridgeport (current)	Fair *
4. Port Jefferson-Bridgeport (Fayerweather Is.)	Very Poor
5. Wading River (Shoreham)-New Haven	Fair *

6. Wading River (Shoreham)-East Haven	Fair *
7. Centerville (Baiting Hollow)-Guilford	Fair *
8. Hashamock Beach (Southold)-Westbrook	Poor
9. Greenport-New London	Poor
10. East Marion-Saybrook Point	Poor
11. Orient Point-New London	Good *

\* - Feasible

Based on this analysis, no clearly desirable sites emerged for large-scale ferry service. Using 100-vehicle capacity vessels, only the East Marion-Saybrook Point route shows projected revenues which are greater than costs. Unfortunately, the most attractive sites from an economic point of view have severe problems with feasibility of land access and the environmental impact of ferry terminals.

The crossings on the North Fork were determined to have the highest potential savings for travelers.

In Port Jefferson, major improvements would have to be made to accommodate a ferry serving just 200,000 vehicles per year. Port Jefferson's roads could not tolerate the 200,000 or more vehicles which would use a major ferry service.

For the Sunken Meadow-Sherwood Point sites, land access is not feasible on the Connecticut side. There is good highway access to Sunken Meadow via the Sunken Meadow State Parkway, but very poor site access due to the presence of state parks on the Long Island and Connecticut sides.

The worst feature of the potential Shoreham crossings was their potential economic performance.

The highest land access costs, exclusive of land acquisition, exist in the following locations: East Marion-Saybrook, Orient Point-New London, Port Jefferson-Bridgeport, Wading River (Shoreham)-New Haven, and Sunken Meadow-Sherwood Point.

Minimal additional increases in population and employment from a new 17-knot ferry (generally less than 1% in 30 years) were projected. Use of the ferry for commuting to work is not likely in large numbers because of the costs and time involved. The ferry would cause only a slight (less than 2%) reduction in travel on the Throgs Neck and Whitestone bridges. The ferry service would reduce fuel use and air pollution emissions slightly. A high-speed ship and Hovercraft would add to fuel and emissions because they would burn considerably more fuel per vehicle than it takes to drive around the Sound.

The most significant environmental impact of the ferry is the traffic that will be generated on local access roads. Also, some limited services to travelers might develop at the terminal sites themselves.

A possible alternative to a new ferry site is to improve service on the two existing ferry lines, possibly with the help of the states.





IV SITE-BY-SITE ANALYSIS

The economic performance of each of the ferry services was summarized in Tables IXa and IXb. A decision on implementing ferry service must also take the following other factors into account:

- 1) Highway Access, Impact and Feasibility--Impact of ferry traffic on local roads, and feasibility of making needed improvements.
- 2) Site Access, Impact and Feasibility--Problems involved in providing access from the local roads to the shoreline.
- 3) Terminal Location and Construction Impact and Feasibility.
- 4) Overall Feasibility.

## SITE EVALUATION:     Stamford - Lloyd Pt.

500,000 Vehicles per Year - by 100-Vehicle Vessels

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	POOR	Benefits ÷ costs = .703
Impact & Feasibility of:		
Highway Access	POOR	The Long Island site is located far from major highways. Extensive improvements would have to be made.
Site access	FAIR	No detailed study has been made.
Terminal Location & Construction	VERY POOR	The harbor in Stamford is too narrow for the use of large ferry vessels. Extensive interference with local boating would occur in Lloyd Harbor.
Overall Feasibility	POOR	

SITE EVALUATION: Sunken Meadow - Sherwood Pt.

500,000 Vehicles per year - 100-Vehicle Vessels

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	FAIR	Benefits ÷ Costs - .806
Impact & Feasibility of:		
Highway Access	GOOD	Both sites can be reached by limited access roads. Trucks at Sunken Meadow would have to use Route 25A.
Site Access	VERY POOR	The terminal access roads in both Connecticut and Long Island would be located in state parks or would require extensive excavation.
Terminal Location and Construction	VERY POOR	The terminal sites would have to be established on park land.
Overall Feasibility	VERY POOR	

SITE EVALUATION: Bridgeport (Current site) - Port Jefferson

500,000 Vehicles per Year - 100-Vehicle Vessels

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	POOR	Benefits ÷ Costs = .715
Impact & Feasibility of:		
Highway Access	VERY GOOD (CONN) POOR (NY)	The site in Bridgeport is adjacent to I-95 and within walking distance of the bus and train terminals. Local roads in Port Jefferson are already congested. Improvements are feasible but would have to overcome strong local opposition. Truck access may not be possible at the current site.
Site Access	GOOD	Modifications would have to be made to handle trucks in Bridgeport.
Terminal Location and Construction	GOOD	Both sites are located in natural harbors.
Overall Feasibility	FAIR	

SITE EVALUATION: Bridgeport (Fayerweather Island) - Port Jefferson

500,000 Vehicles per Year - 100-Vehicle Vessel

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	POOR	Benefits ÷ Costs = .72
Impact & Feasibility of:		
Highway Access	GOOD (CONN) POOR (NY)	The site in Bridgeport is located near I-95. Local roads in Port Jefferson are already congested. Improvements are feasible but would have to overcome local opposition.
Site Access	POOR (CONN) GOOD (NY)	The Fayerweather Island access road would have to go through part of Seaside Park in Bridgeport.
Terminal Location and Construction	VERY POOR (CONN) GOOD (NY)	The Fayerweather Island terminal would require extensive dredging in oyster bays. Operation of the terminal would interfere with pleasure boating.
Overall Feasibility	VERY POOR	

SITE EVALUATION: New Haven - Wading River

500,000 Vehicles per Year - 100 Vehicle Capacity Vessel

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	POOR	Benefits ÷ Costs = .672
Impact & Feasibility of:		
Highway Access	VERY GOOD	Easy access to I-95 in Connecticut. Easy access to William Floyd Parkway in Long Island.
Site Access	FAIR	The Long Island site is an alternate site for a nuclear power plant. This may preclude the introduction of a ferry terminal. Access is good at the New Haven site.
Terminal Location and Construction	FAIR	A one-half mile pier would have to be built on Long Island.
Overall Feasibility	FAIR	

SITE EVALUATION: East Haven - Wading River

500,000 Vehicles per Year - 100-Vehicle Vessels

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	FAIR	Benefits ÷ Costs = .822
Impact & Feasibility of:		
Highway Access	GOOD	Improvements to local roads would be required in East Haven. Easy access to William Floyd Parkway on Long Island.
Site Access	FAIR	The Long Island site is an alternate site for a nuclear power plant. This may preclude the introduction of a <u>ferry terminal</u> .
Terminal Location & Construction	FAIR	A one-half mile pier would have to be built on Long Island.
Overall Feasibility	FAIR	

SITE EVALUATION: Guilford - Centerville

500,000 Vehicles per Year - 100-Vehicle Vessels

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	FAIR	Benefits ÷ Costs = .925
Impact & Feasibility of:		
Highway Access	POOR	Extensive improvements would have to be made to roads in residential areas on Sachem Head in Connecticut.
Site Access	GOOD	No particular problems were apparent.
Terminal Location and Construction	FAIR	A 600-foot pier would have to be built in Connecticut and a 1400-foot pier on Long Island.
Overall Feasibility	FAIR	

SITE EVALUATION: Westbrook - Hashamock Beach

500,000 Vehicles per Year - 100-Vehicle Vessels

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	GOOD	Benefits ÷ Costs = 1.394
Impact & Feasibility of:		
Highway Access	POOR	Road improvements would have to be made through dense residential development in Connecticut.
Site Access	FAIR	The shoreline is used for bathing in Connecticut and New York.
Terminal Location and Construction	POOR	A 900-foot pier would have to be built in Connecticut in an area of heavy pleasure boating.
Overall Feasibility	POOR	

SITE EVALUATION: New London - Greenport

500,000 Vehicles per Year - 100-Vehicle Vessels

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	POOR	Benefits ÷ Costs = .706
Impact & Feasibility of:		
Highway Access	GOOD (CONN) POOR (NY)	Extensive highway improvements are required to handle ferry traffic over 200,000 vehicles per year.
Site Access	GOOD	No problems are apparent.
Terminal Location and Construction	GOOD	No problems are apparent.
Overall Feasibility	POOR	

SITE EVALUATION: Saybrook Pt. - East Marion

500,000 Vehicles per Year - 100-Vehicle Vessel

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	GOOD	Benefits ÷ Costs = 1.226
Impact & Feasibility of:		
Highway Access	GOOD	Extensive improvements would have to be made on the North Fork to handle ferry traffic of over 500,000 vehicles per year.
Site Access	VERY POOR	At Saybrook Pt. in Connecticut a causeway would have to be built through land protected by the establishment of the Connecticut River Gateway Zone.
Terminal Location & Construction	VERY POOR	The terminal facility would have a strong visual impact on land included for preservation in the Connecticut River Gateway Zone.
Overall Feasibility	POOR	

SITE EVALUATION: New London - Orient Pt.

500,000 Vehicles per Year - 100-Vehicle Vessels

<u>CRITERIA</u>	<u>RATING</u>	<u>REASON</u>
Economic Performance	FAIR	Benefits ÷ Costs - .929
Impact & Feasibility of:		
Highway Access	GOOD	Good access to I-95 in Connecticut. Highway improvements would have to be made on the North Fork to handle ferry traffic of over 500,000 vehicles per year.
Site Access	GOOD	No problems anticipated at either site.
Terminal Location and Construction	GOOD	Ferry terminals have been established at both sites.
Overall Feasibility	GOOD	

TABLE XI

OVERALL EVALUATION OF FERRY SERVICE						
500,000 Vehicle Service - using 100-Vehicle Vessels						
		IMPACT AND FEASIBILITY				
ECONOMIC		HIGHWAY	SITE	TERMINAL	OVERALL	
PERFORMANCE		ACCESS	ACCESS	LOCATION	FEASIBILITY	
	STAMFORD - LLOYD PT -	Poor	Fair	Very Poor	Poor	
	SUNKEN HEAD - SHWON PT. -	Good	Very Poor	Very Poor	Very Poor	
	RPT - PT JEFF (CURRENT) -	Fair	Good	Good	Fair	
	PT JEFF-RPT (F.W) THR IS. R. -	Fair	Fair	Poor	Poor	
	NEW HAVEN - WADING RIVER -	Very Good	Fair	Fair	Poor	
	EAST HAVEN - WADING RIVER -	Good	Fair	Fair	Fair	
	GUILFORD - CENTERVILLE -	Poor	Good	Fair	Fair	
	WESTBRK HRR - HASHAMOMUCK -	Fair	Very Poor	Very Poor	Poor	
	NEW LONDON - GREENPORT -	Poor	Good	Good	Poor	
	EAST MARION - SAYBROOK PT. -	Good	Very Poor	Very Poor	Poor	
	NEW LONDON - ORIENT PT. -	Fair	Good	Good	Good	





SYNOPSIS: L.I. Sound Ferry Service Improvement Study, NYS and CT  
DOT, 1981

The major alternatives for ferry service corridors and terminal locations have been widely established over decades of cross-Sound transportation improvement studies, and by the geographic location of natural harbors, urban concentrations, and on-land facilities already in place. All major potential cross-Sound ferry service corridor and terminal location alternatives were identified and examined for this study.

Little public support or technical evidence has been found in favor of the corridor alternatives to the west of Port Jefferson-Bridgeport. Those western alternatives could also significantly and adversely impact the present locally supported private Port Jefferson ferry service.

No location clearly emerged on all counts as the most desirable alternative to pursue. However, of those alternatives, the Shoreham-New Haven crossing appears to offer the most promise (p.24). Its terminal locations have the best land access connections of all alternatives identified. This is an important factor in providing services for trucks, and for the need to consider shifting a portion of longer range and potentially much greater cross-sound vehicle and truck travel away from the existing cross-Sound service locations to avoid possibly significant adverse environmental or community impacts. But this corridor is the longest and potentially one of the most expensive to implement.

The investment required for a "major improvement" in cross-

Sound ferry services would equal 6.67 percent of the average estimates of investment required for a new bridge. Cross-Sound ferry services at this time are a matter of primarily private sector concern and initiative. Formal public involvement is essentially limited to federal safety and operating authority controls, and to general governmental concern with such matters as traffic control, municipal harbor facilities and the environment, principally regarding dredging. The two State Departments of Transportation, together with local officials, should provide technical assistance and serve evaluation and coordination roles in the ferry project.

A combination of crossing locations - especially with a possible third centrally located service - will provide the best potential for service improvements and traveler and economic benefits. The two existing crossing corridors appear best to meet the overall study objectives of economic feasibility and broad local support. Still, study forecasts indicate that the additional overall regional cross-Sound travel demand can be served conveniently, and in some cases with a positive revenue-cost relationship, by a set of three rather than two ferry services. The user demand, cost, and revenue estimates developed by this study are generally encouraging for the private sector to take the initiative in cross-Sound ferry service improvements, financing, and operations.

cess facilities generally adequate for major service and usage increases, and enjoy local support for current and expanded service. Parking and staging areas and passenger terminals are available, and can be readily expanded. Minimum, if any, community or environmental impacts are expected to be associated with service or facility improvements. Corridor crossing distance is about 14 nautical miles, with relatively little in-harbor maneuvering and related travel time penalties.

1. Orient Point-New London
2. Port Jefferson-Bridgeport
3. Greenport-New London
4. Sunken Meadow-Bridgeport
5. Huntington Bay-Norwalk
6. Orient Point-Old Saybrook
7. East Marion/Orient-Old Saybrook (North Cove)
8. East Marion/Orient-Old Saybrook (Ferry Point)
9. Shoreham-New Haven
10. Shoreham-East Haven (Lighthouse Pt.)
11. Shoreham-West Haven

Cost, usage, and revenue estimates associated with each of these cross-Sound ferry service corridor-terminal alternatives are given in subsequent sections of this report. Other significant considerations and study findings, including evidence of local or public support for each of these corridor alternatives, may be summarized as follows:

1. Orient Point-New London: These termini of the principal existing cross-Sound ferry service corridor have harbor and land ac-

2. Port Jefferson-Bridgeport: Also termini of existing ferry service (if only seasonal of limited capacity), harbor areas are adequate, but dock, parking and staging, and immediate land access facilities require improvements before they can handle even moderate capacity and service improvements. This is particularly true for use by heavy commercial trucks at Bridgeport, where the existing ferry terminal is adjacent to train and bus stations and the Connecticut Turnpike. Few if any community or other impacts are expected to accompany service and usage increases or carefully designed improvements. Local support for service expansions is evident, including support, especially in Bridgeport, for heavy commercial truck capacity now lacking. Corridor crossing distance is just over 12 nautical miles, but speed penalties for in-harbor operation are encountered at both termini.

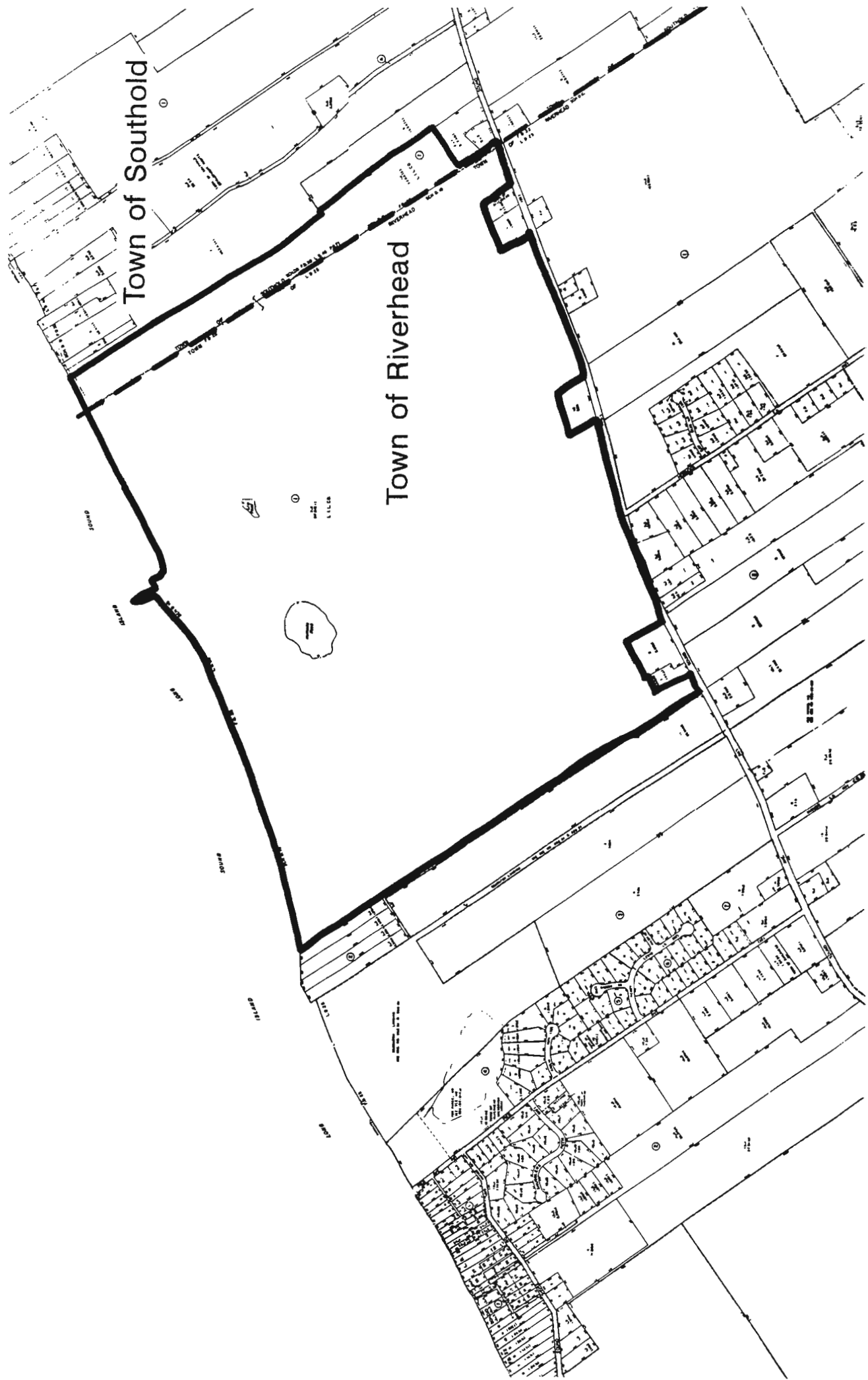
3. Greenport-New London: The Mascony Ferry and Transport Company Inc. has proposed to operate on this cross-Sound corridor, which is longest of the alternatives examined in terms of crossing distance (almost 20 nautical miles). That company has not gained a terminal site or general local support at Greenport, where in-harbor speed delays and potential conflicts with the Shelter Island Ferry would be encountered.

4. Sunken Meadow-Bridgeport: A new harbor, or half-mile off-shore trestle, as well as terminal and parking facilities, would be required at Sunken Meadow, which is a major seashore recreation and park facility. Automobile access is good, but access for heavy commercial trucks would be difficult and/or circuitous at both termini. There is no evidence of local support at Sunken Meadow, and major service facilities and operations would be expected to have significant disruptive and environmental impacts. Corridor crossing distance would be slightly more than 13 nautical miles but, with an off-shore trestle at Sunken Meadow, combined in-harbor time penalties would be lessened.
5. Huntington-Norwalk: Probably the most western cross-Sound corridor that could support ferry service, even with fast vessels, due to proximity to existing bridges, these termini present major harbor development or operations problems and probable in-harbor speed delays, especially at Norwalk. Harbor, terminal, and land access improvements would be required at both termini and could be expected to have significant community and environmental impacts, particularly from extensive dredging requirements at both termini and from a 1/3-1/2 mile pier at Huntington. Corridor crossing distance is somewhat less than 10 nautical miles, exclusive of in-harbor operations. There is some evidence of support at Norwalk, but little to none at Huntington.
- 6- East Marion/Orient-Old Saybrook (North
8. Cove, Ferry Point), and Orient Point-Old Saybrook: The first two of these cross-Sound corridor alternatives would offer by far the shortest corridor crossing distance, at 7 1/2 miles (and thus minimize time and operating cost per trip), but, as with the last above corridor alternative, would require the creation of new harbor, terminal, and land access facilities (on the Long Island

side), and these plus dredging and in-harbor time penalties for Old Saybrook terminus. Significant environmental impacts could be expected at all new terminal-harbor facilities. None of these crossing-corridor alternatives are supported locally, and opposition to a ferry operation and facilities at all potential Old Saybrook sites is very strong.

- 9- Shoreham - New Haven, West Haven,
11. East Haven (Lighthouse Point): These sets of cross-Sound corridor alternatives would have the longest corridor crossing distances (16 to almost 19 nautical miles) of any alternatives studied except for Greenport-New London. Some dredging and traffic improvements would be required for the Connecticut sites, and an entirely new harbor or 1/2 mile-long pier, terminal, and immediate land access facilities would be needed at Shoreham. Possibly significant environmental impacts may be associated with such improvements. There is local support for the New Haven terminal location, which would have very good access to Interstate highways. There is both strong general business support and significant local opposition to the Shoreham terminal sites, which could have very good access to major highways.

# Jamesport Site





SUFFOLK COUNTY DEPARTMENT OF PUBLIC WORKS  
Traffic Control and Engineering Division  
MEMORANDUM  
November 5, 1993

31- 8 710: 14

TO: Steve Jones, Director of Planning

FROM: Matthew T. Rankel, P.E.,  
Director of Traffic Safety

RE: **TRAFFIC VOLUMES ON WILLIAM FLOYD PARKWAY, CR 46**

The following Table indicates 1992 AADT (Annual Average Daily Traffic) on William Floyd Parkway from the LIE north to Route 25A. Peak hour volumes are also included.

**TRAFFIC VOLUMES**

ON CR 46	1992 AADT	AM PEAK		PM PEAK	
		NB	SB	NB	SB
between north C-D and Longwood Rd.	25,100	946	913	1050	961
Longwood Rd. to Rte. 25	15,400	447	899	755	415
Rte. 25 to Rte. 25A	9,600	353	626	552	377

We estimate capacity on CR 46 (LOS E) to be 2400 vehicles per hour (vph) per direction. Therefore, there is significant reserve capacity over existing volumes.

While North Shore Properties will add substantial volumes to CR 46 as its developed, we would expect appropriate mitigation measures to accommodate the additional generation.

Should you require any additional information on this matter, please do not hesitate to contact this office.

By: Matthew T. Rankel  
Matthew T. Rankel

MTR:RCM:dpr



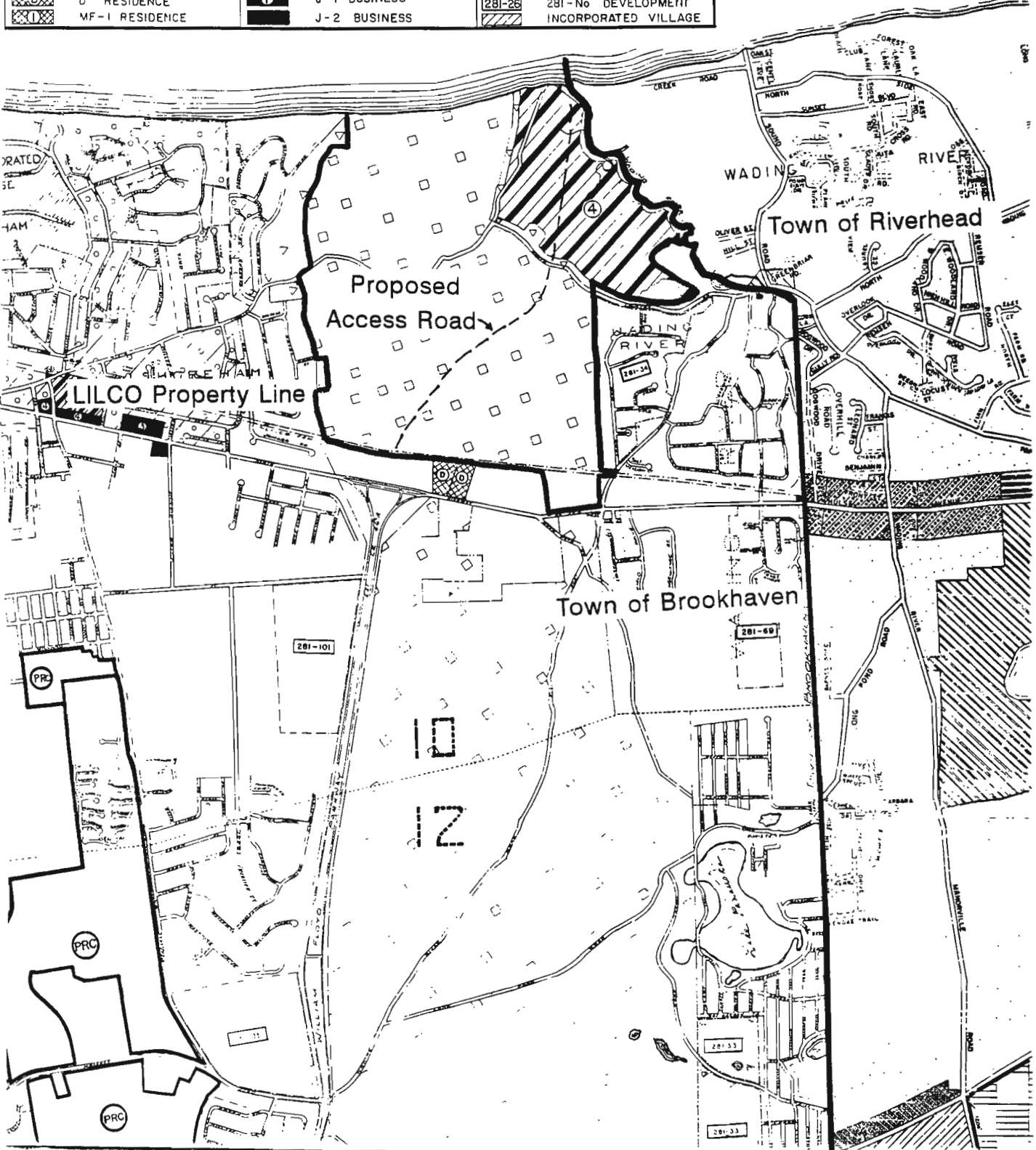


# Zoning Map

LEGEND - Town of Brookhaven					
•••	A - RESIDENCE				
	A-1 RESIDENCE	2	MF-2 RESIDENCE	3	J-3 BUSINESS
	A-2 RESIDENCE	(NH)	NH RESIDENCE	4	J-4 BUSINESS
	A-5 RESIDENCE	(PRC)	PRC RESIDENCE	5	J-5 BUSINESS
	A-10 RESIDENCE	+	K BUSINESS	6	J-6 BUSINESS
	B-1 RESIDENCE	+	J BUSINESS	4	L-1 INDUSTRY
	D RESIDENCE	+	J-1 BUSINESS	4	L-4 INDUSTRY
	MF-1 RESIDENCE	+	J-2 BUSINESS	281-26	281-No DEVELOPMENT
					INCORPORATED VILLAGE

## Town of Riverhead

	MULTI-FAMILY RESIDENTIAL PROFESSIONAL OFFICE		RESIDENCE A		DEFENSE INSTITUTIONS
	COMMERCIAL SERVICE		RESIDENCE B		ROUTES OF
	RESIDENCE D		RESIDENCE C		OFFICE/BLDG
	OPEN SPACE CONSERVATION		AGRICULTURE A		RECREATION
	NATURAL RESOURCES PROTECTION		BUSINESS A		DISPOSAL SD





***Compatibility of Shoreham Terminal Site With Power Plant:***

The existing inlet of the Shoreham site will be enlarged into a turning basin to facilitate terminal operation and provide a protected haven for maneuvering of the vessel. Surface effect vessels (SES) cause little or no wake and turbidity is greatly reduced by water jet propulsion, therefore, there will be minimal effect on water quality in the turning basin. The water intake for the anticipated continued operation of the power plant will not be affected by the use of the proposed SES vessel.

Access and egress to and from the terminal will by-pass the plant and its main entrance and, therefore, will not interfere with the anticipated continued operation of the power facility.

***Consistency of New Haven Terminal Site With Existing Harbor Development:***

The New Haven site expands on an existing operating shore facility. Development of the site will be an upgrade to existing conditions.

***Impact on Surrounding Environment:***

The New Haven site is presently an active terminal handling several hundred trucks each day. Development of the ferry terminal facility will have little effect on present traffic or possibly reduce truck traffic in the immediate area. The continued commercial use of the site will minimize any impact to the surrounding environment.

The Shoreham site has been undergoing major construction and alterations for the past twenty years. The site has been exposed to considerably more heavy construction equipment, noise pollution, etc. as a result of the present activity than it will be by the proposed development and operation of a ferry terminal site. The permit process has been designed to address such impacts.

Our design team includes services of experts in this area who will carry the permitting through the design and development phases.

The anticipated permit requirements are listed below:

FEDERAL

ARMY CORPS OF ENGINEERS PERMIT for dredging, breakwater and/or groin extensions, docking facilities, shoreline and interface facilities including bulkheading piling and similar activities. As part of the process sister Federal Agencies including the Environmental Protection Agency, United States Fish & Wildlife Service and the United States Fisheries Service will be part of the regulatory review and permitting process and the NEPA process must be satisfied.

U.S. COAST GUARD PERMIT for navigational lighting.

ATOMIC ENERGY AGENCY - PERMIT - DEACTIVATION OF THE NUCLEAR POWER PLANT CORE REACTOR. While this is normally the responsibility of the site owner and operator, the change of use of the in-water area and upland may involve a deactivation authorization and working with the Agency regarding existing permit conditions as well as potential new permits.

STATE:

CONNECTICUT

CT DEPARTMENT OF ENVIRONMENTAL PROTECTION:

COASTAL CONSISTENCY CERTIFICATION as well as PERMIT(s) for dredging, wave attenuation, docking facilities, shoreline interface facilities including bulkheading piling and similar activities along with a WATER QUALITY CERTIFICATE.

In the event of upland or in-water (within CT Territorial Waters) disposal of dredged materials, the CTDEP will have to include same along with a WATER QUALITY CERTIFICATE.

Permit for STORM WATER MANAGEMENT FOR CONSTRUCTION ACTIVITIES if the site is 10 acres or larger.

CT TRAFFIC COMMISSION:

Permit required for parking and traffic of more than 200 cars.

NEW YORK STATE:

DEPARTMENT OF STATE:

COASTAL CONSISTENCY CERTIFICATION: for dredging, breakwater and/or groin extensions, docking facilities, shoreline interface facilities including bulkheading piling and similar activities.

DEPARTMENT OF ENVIRONMENTAL PROTECTION:

PERMIT for dredging, breakwater and/or groin extensions, docking facilities, shoreline interface facilities including bulkheading piling and similar activities including a WATER QUALITY CERTIFICATE.

In the event of upland disposal of dredged materials, the NYSDEC will have to include same.

The NYSDEC will also have to include approval for any in upland construction activities within 300 feet of the shoreline if such activities are at an elevation less than 10 NGVD unless there is a lawfully man made structure (such as a functional bulkhead, wall groin constructed prior to 8/20/77).

PERMIT for STORM WATER MANAGEMENT FOR  
CONSTRUCTION ACTIVITIES if the site is 10 acres or  
larger.

TOWN OF BROOKHAVEN:

Exact requirements are not known until the scope of the project  
has been determined. However, on a preliminary basis,  
according to Commissioner Carole Swick of Planning and  
Environmental Development the following approvals may be and  
are considered to probably be required:

WETLANDS PERMIT for the in-water and shoreline  
interface activities including the dredging,  
breakwater and/or groin extensions, docking  
facilities, bulkheading piling and similar activities.

SITE PLAN APPROVAL from the PLANNING BOARD  
including the possibility of a PUD MASTER PLAN  
APPROVAL.

VARIANCES and/or Special Permit from the ZONING  
BOARD OF APPEALS.

TOWN BOARD for any needed zoning changes.

As part of the approval process within the Town and New York  
State SEQR (the State Environmental Quality Review Act)  
will have to be complied with which will require the  
determination of a lead agency, coordination of all NYS  
involved agencies, the preparation of both a Long Form  
Environmental Assessment Form and a comprehensive  
Environmental Impact Statement which will have to  
address the impacts of all of the proposed activities as  
stated above as well as addressing traffic, road  
improvements including signalization, extensions,

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widening, road building and/or rebuilding, adequate  
sewage capacity and sanitary facilities.

CITY OF NEW HAVEN:

Exact requirements are not known until the scope of the project  
has been determined. However, on a preliminary basis,  
according to Zoning Director Phillip Boldoc of the City Plan  
Office the following approvals may be and are considered to  
probably be required:

Zoning Change from the Board of Alderman  
Planning Commission - Coastal Site Plan Review  
Harbor Commission - Review and Recommendations

It is anticipated that a full Environmental Impact  
Statement will be required that will address all the  
features discussed above along with certain  
specifies to the City of New Haven that would  
probably include either a change in the permitted  
uses of a zoning change or both since existing  
zoning laws are silent regarding Ferry services in  
the harbor. Additional consideration for the type of  
zone that would be deemed appropriate such as a  
Mixed Planned Development District or a State  
Municipal Planned Development. Additional  
consideration must be given to traffic in terms of  
the replacement of the Que Bridge, capacity and  
traffic conflicts as well as obtaining a State Traffic  
Commission Permit due to the creation of parking  
and traffic for more than 200 vehicles. The  
Planning Commission requires both a preliminary  
Conceptual Approval and later a Detailed Approval  
under their Coastal Site Plan Review.

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